

ParkTransit

Traffic and Parking Impact Assessment

1A Truman Avenue, Riverwood

For Homes NSW

4th June 2025

ParkTransit Australia Pty Ltd
MOB: 0431 084 571
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Traffic Impact Assessment Report for
Child Care Centre at
1A Truman Avenue, Riverwood
For: Homes NSW

Version No.	Author	Reviewed by:	Date:
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1	A.M.	Client	4.06.2025

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ABBREVIATIONS

DA:	Development Application
Council:	Canterbury-Bankstown Council, NSW
Proposal:	Construction of a Child Care Centre
DCP:	Canterbury-Bankstown Council, NSW Development Control Plan 2023
GFA:	Gross Floor Area
TfNSW Guide:	TfNSW Guide to Traffic Generating Development 2002
AS2890.1:	Australian Standard for Off-Street Parking Facilities AS2890.1- 2004
AS2890.6:	Australian Standard for Off-Street Parking for People with Disabilities AS2890.6

1. Introduction

ParkTransit Australia (PT) was engaged by Homes NSW to assist with the Development Application process for the construction of a Child Care Centre located at 1A Truman Avenue, Riverwood, within the Canterbury-Bankstown Council LGA.

The proposal involves the development of a Child Care Centre for 60 Children. As part of the proposal, 15 on-site parking spaces will be provided within the at-grade level car park. Vehicular access will be provided via a combined entry and exit driveway located on the Truman Avenue frontage. The figure below shows the site's location.

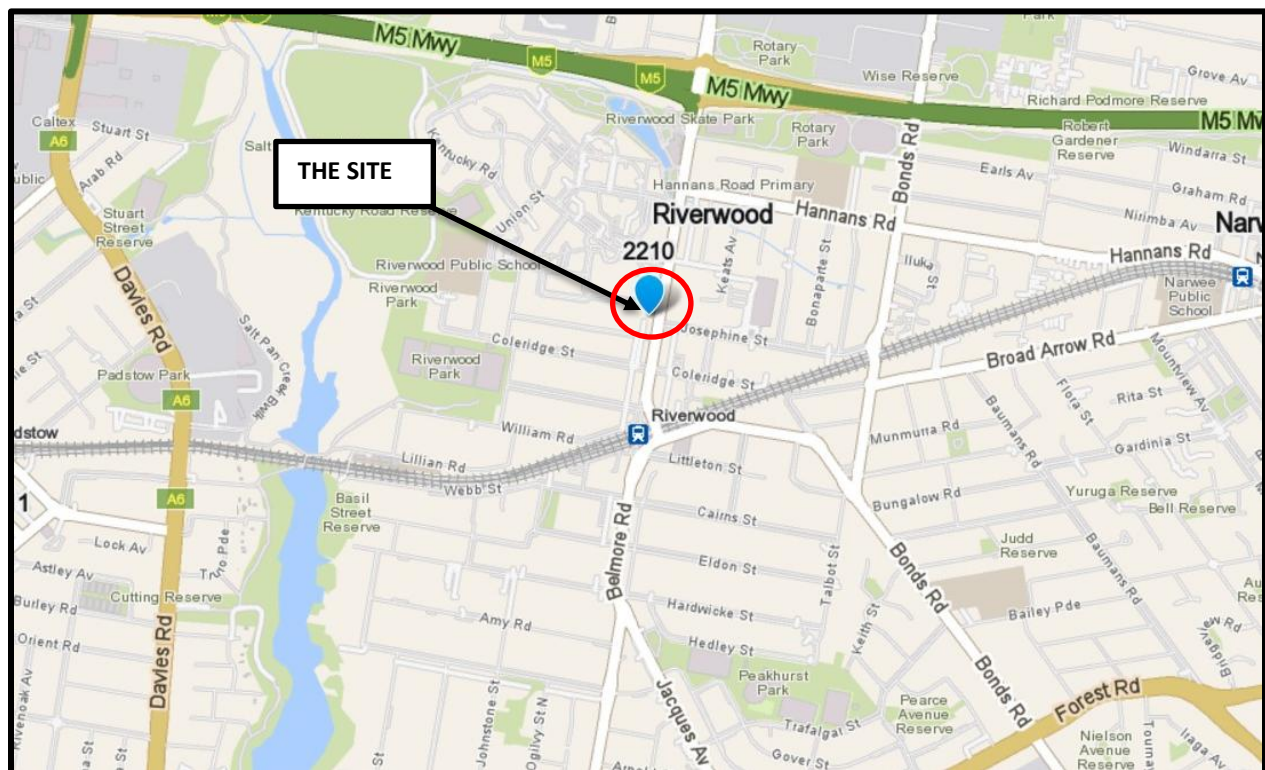


Figure 1: Site Location (Source: Whereis Maps)

The purpose of this report is to present the traffic and parking assessment associated with the proposal and to determine the implications of the projected change in traffic activity on the surrounding road network. The report is structured as follows:

- Section 2: Site Description
- Section 3: Overview of Existing Traffic Conditions
- Section 4: Description of the Proposed Development
- Section 5: Traffic Impact Assessment

Section 6: Parking Provision

Section 7: Access Arrangements

Section 8: Conclusions and Recommendations

Section 9: Attachments

The following documents were referenced for the preparation of this report:

- Canterbury – Bankstown Council, NSW Development Control Plan (DCP 2023);
- Transport for New South Wales Guide to Traffic Generating Development;
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1-2004);
- Australian Standard Parking Facilities Part 2: Off-street commercial vehicle AS2890.2-2018; and
- Australian Standard for Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS2890.6-2022).

2. Site Description

The subject site is located at 1A Truman Avenue, Riverwood and is part of the Canterbury-Bankstown Council LGA. The site is legally referred to as Lot 386 DP233362 and occupies an area of 1,235sqm. The site has frontages along Belmore Road North & Truman Avenue and is regular in shape.

The site is situated at the southwestern corner of the intersection of Belmore Road and Truman Avenue. It is bordered by residential dwellings to the west, commercial/retail businesses to the south, Belmore Road North to the east, and Truman Road to the north.



Figure 2: The Site (Source: NSW Imagery Website Six Maps)

The site is currently occupied by a single-storey building, with an entry and exit driveway on Truman Avenue.

The following map shows the hierarchy of the surrounding road network as classified by Transport for New South Wales (TfNSW).

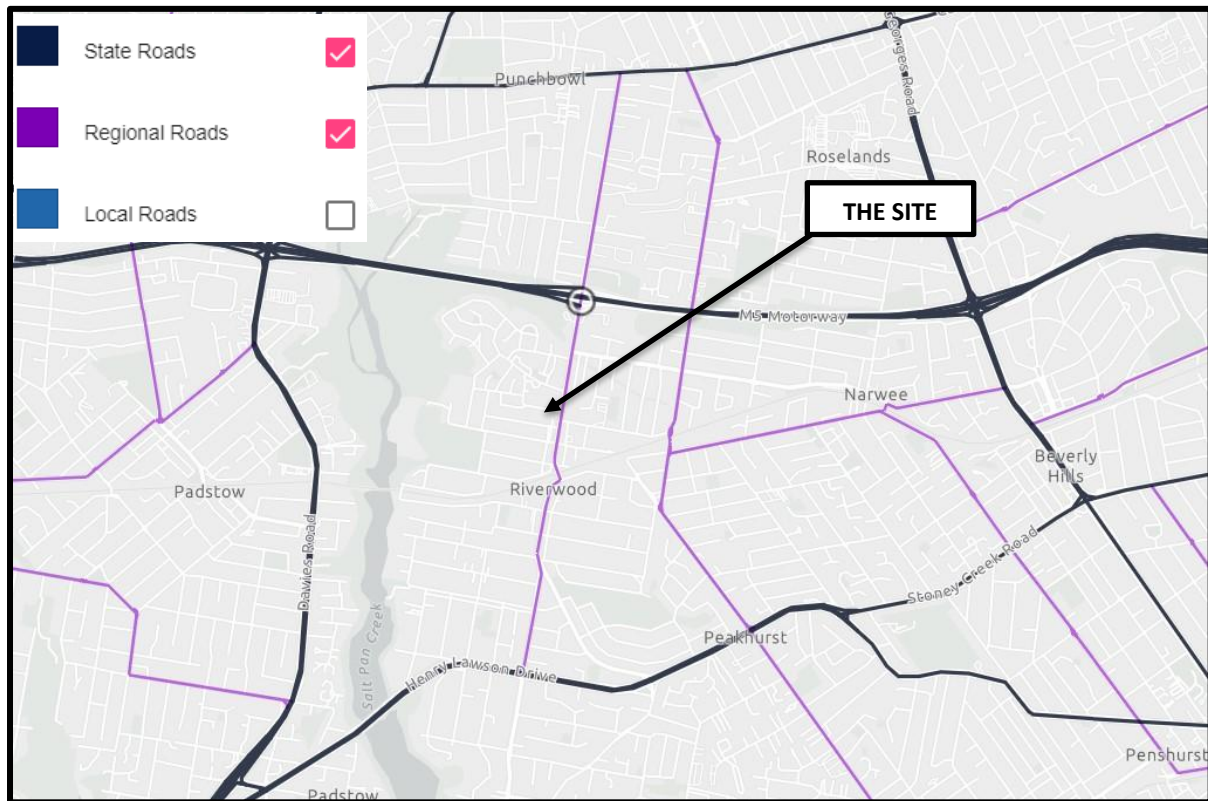


Figure 3: Surrounding Road Network (Source: TfNSW Website)

3. Overview of the Existing Traffic Conditions

3.1. Description of Road Environment

Truman Avenue

Truman Avenue is classified as a Local Road that runs northwest to southeast. It connects Roosevelt Avenue on the northwestern side with the Belmore Road North on the southwestern side.

Generally, the carriageway on Truman Avenue is undivided and comprises one traffic lane in each direction. It has a posted speed limit of 50 kph, and a paved footpath is present on either side of the carriageway. On-street parking is allowed on the Truman Avenue carriageway.

The intersection of Belmore Road North with Truman Avenue operates as a priority-controlled intersection, with traffic on Belmore Road North having priority over motorists on Truman Avenue. Below is the street view image of Truman Avenue.



Figure 4: Street view Truman Avenue (Source: Google Maps Street View)

Belmore Road North

Belmore Road North is classified as a Regional Road that runs north to south. It connects Canterbury Road on the northern side with Forest Road on the southern side.

Generally, the carriageway on Belmore Road North is undivided and comprises one traffic lane in each direction. It has a posted speed limit of 50 kmph, and a paved footpath is present on either side of the carriageway. On-street parking is allowed on Belmore Road North's carriageway. Below is the street view image of Belmore Road North.



Figure 5: Street view Belmore Road North (Source: Google Maps Street View)

M5 Motorway

M5 Motorway is classified as a State Road that runs east to west. It connects the south-western suburbs with Sydney Airport via General Holmes Drive on the eastern side, with the Hume Motorway on the western side.

Generally, the carriageway on the Motorway is divided and comprises three traffic lanes in each direction. It has a posted speed limit of 100 kph. Below is the street view image of the M5 Motorway.



Figure 6: Street view of M5 Motorway (Source: Google Maps Street View)

3.2. Public Transport

Riverwood Suburb is well served by public transport. Train services operate from the Riverwood Station, which is 300 meters south of the subject site. The T8 Airport & South Line is accessible through Riverwood. This line operates from Macarthur to the City, providing convenient transit options via both the Airport and Sydenham. Below is the image of train routes within New South Wales shown in **Figure 6**.



Figure 6: Train Route Map (Source: <https://transportnsw.info/>)

U-Go Mobility operates bus services within the vicinity of the subject site. The nearest bus stop is about 180 meters south of the site. It is located on Belmore Road North, approaching Coleridge Street.

The table below summarises the bus services operating within the vicinity of the subject site:

Table 1 – Bus Route Summary

Route Number	Service Type	Origin	Destination
940	Daily	Bankstown	Hurstville via Riverwood
942	Daily	Lugarno	Campsie
944	Daily	Mortdale	Bankstown via Peakhurst Heights
945	Daily	Hurstville	Bankstown via Mortdale



Figure 7: Bus Route Map (Source: <https://u-gomobility.com>)

3.3. Crash Data

The NSW Centre for Road Safety periodically collects crash and casualty data, which is publicly available. A review of the latest crash data from 2019-2023 indicates predominantly non-casualty crashes in nature, indicating that the local road is operating relatively safely. The Figure below provides the crash location and severity of these crashes recorded in the area.

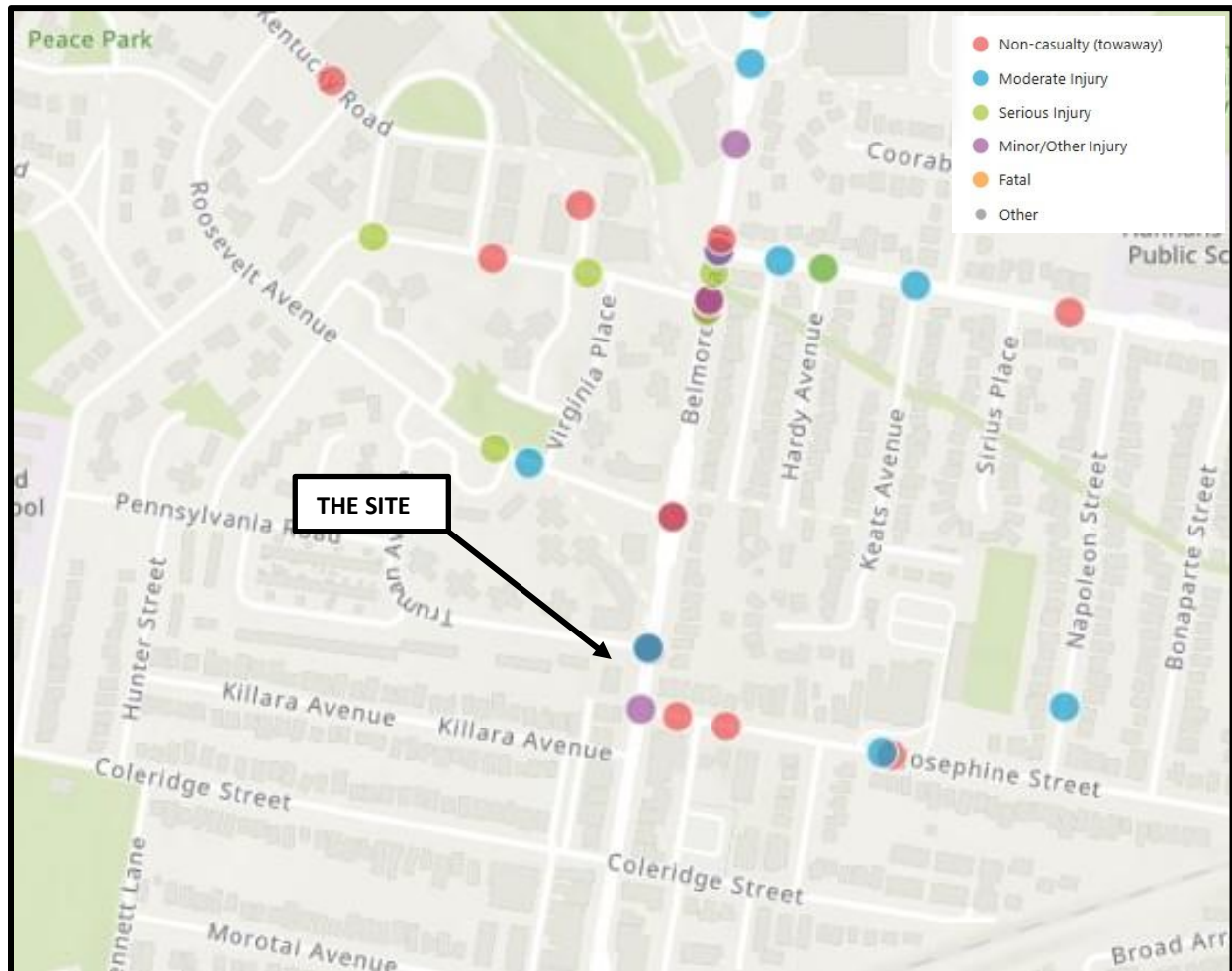


Figure 8: Crash data (Source: NSW Centre for Road Safety)

3.4. Existing Traffic Conditions

To establish the existing traffic conditions, turning movement counts were undertaken during a typical weekday for the commuter peak period at the intersection of Truman Avenue with Belmore Road. The surveys were undertaken on Thursday, 12th December 2024. The following map shows the location and configuration of the surveyed intersection.

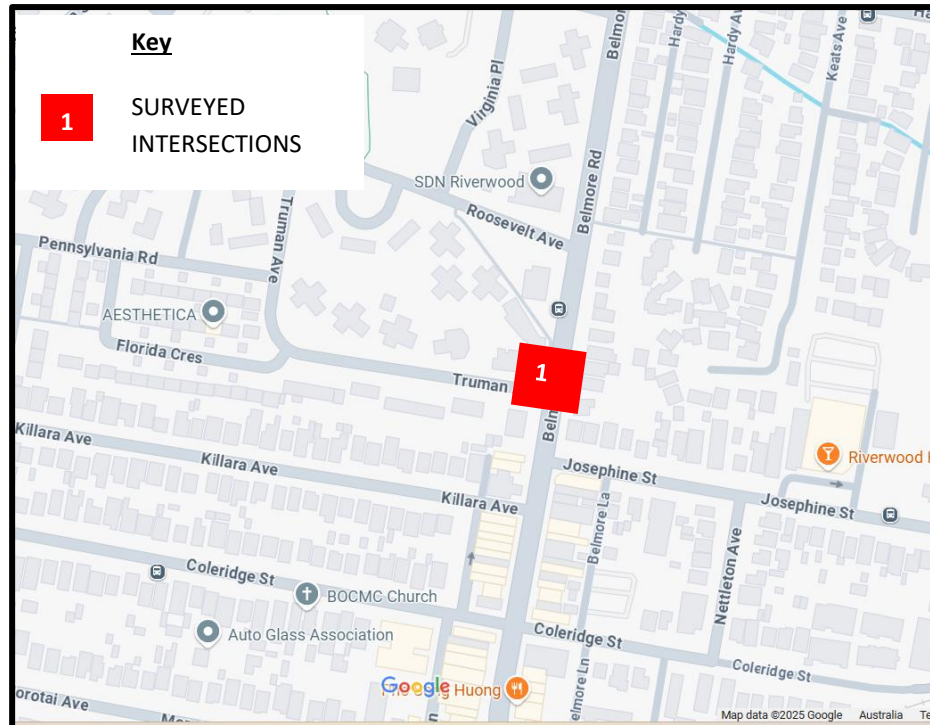


Figure 9- Surveyed Intersection Location Plan (Source Google Maps)

The surveys indicate the following peak periods:

- Morning Peak - 7:45 am-8:45 am; and
- Evening Peak – 3:30 pm-4:30 pm.

The peak hour traffic flows are presented in the figure below.

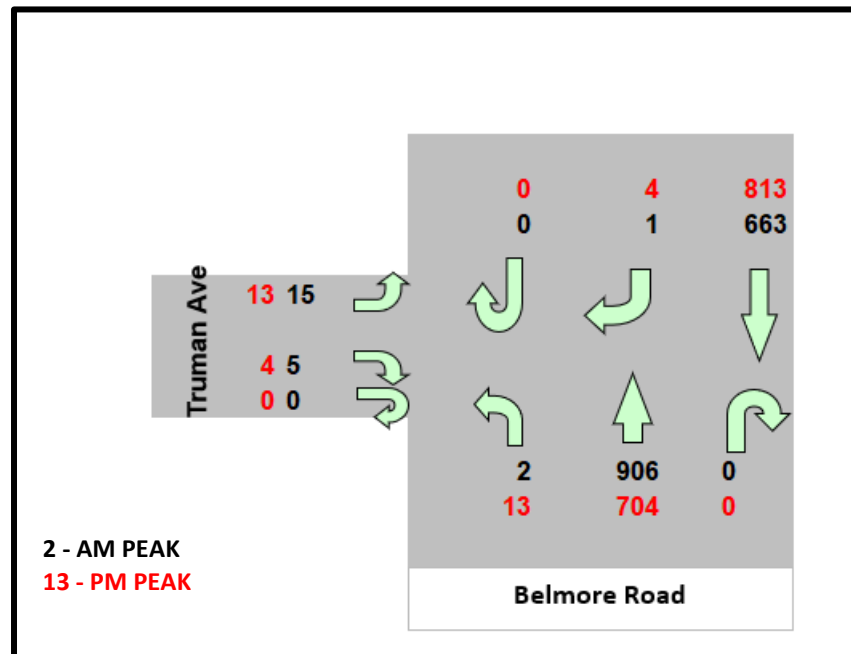


Figure 10- Existing Evening Peak Hour Traffic Flow(veh/hr)

3.5. Intersection Operation

The operation of the road network is determined by the capacity of intersections to accommodate peak period traffic flows. The surveyed intersection was modelled utilising the SIDRA (version 8.0) intersection modelling software. The SIDRA intersection software is a simulation tool and provides information on various performance indicators comprising Level of Service (LOS), and Avg. Delay, Queue Lengths and Degree of Saturation etc.

Based on Average delay, which is defined as the average delay experienced by all vehicles accessing the intersection, the RMS Guide to Traffic Generation has categorised the operation of an intersection utilising an indicator known as Level of Service (LoS).

The Degree of Saturation (DoS) is defined as the ratio of demand flow (v) to theoretical lane capacity(c) and is expressed as a percentage. For a satisfactory operation of an intersection, DoS should be less than the nominated practical degree of saturation, usually 0.9. The intersection DoS is based on the movement with the highest value.

The table below indicates the bands adopted by TfNSW:

Table 2- TfNSW Level of Services Classification

LoS	Avg. Delay (sec/veh)	Operation of Intersection
A	0-14	Good
B	15-28	Good with minimal delays and spare capacity
C	29-42	Satisfactory with spare capacity
D	43-56	Operating near Capacity
E	57-70	At capacity and incidents will cause excessive delays
F	>70	Unsatisfactory and requires additional capacity

Source: RMS Guide to Traffic Generating Developments

Table 3- Summary of Intersection Operation

Intersection	Peak Period	Existing		
		Avg. Delay (Secs)	Level of Service (LoS)	Degree of Saturation (DoS)
Belmore Road with Truman Ave	Morning Peak Period	29.5	C	0.506
	Afternoon Peak Period	25.7	B	0.455

*Worst movement results are reported for the priority/roundabout control intersection

The modelling results indicate the surveyed intersection is operating well below its capacity.

4. Description of the Proposed Development

The development proposal involves the construction of a new child care centre suitable to accommodate up to 60 child care places, ranging from babies to 6 years old. The child care centre will operate from 6:30 am to 6:30 pm, Monday to Friday and employ 12 staff members, including a kitchen person and the nominated supervisor in attendance.

As part of the proposal, 15 on-site parking spaces will be provided at the grade-level car park. All vehicular access will be provided via the combined entry and exit driveway on the Truman Avenue frontages.

Architectural plans associated with the proposal have been prepared by ArtMade Architects, and the plans indicating the car park are presented in **Attachment A**.

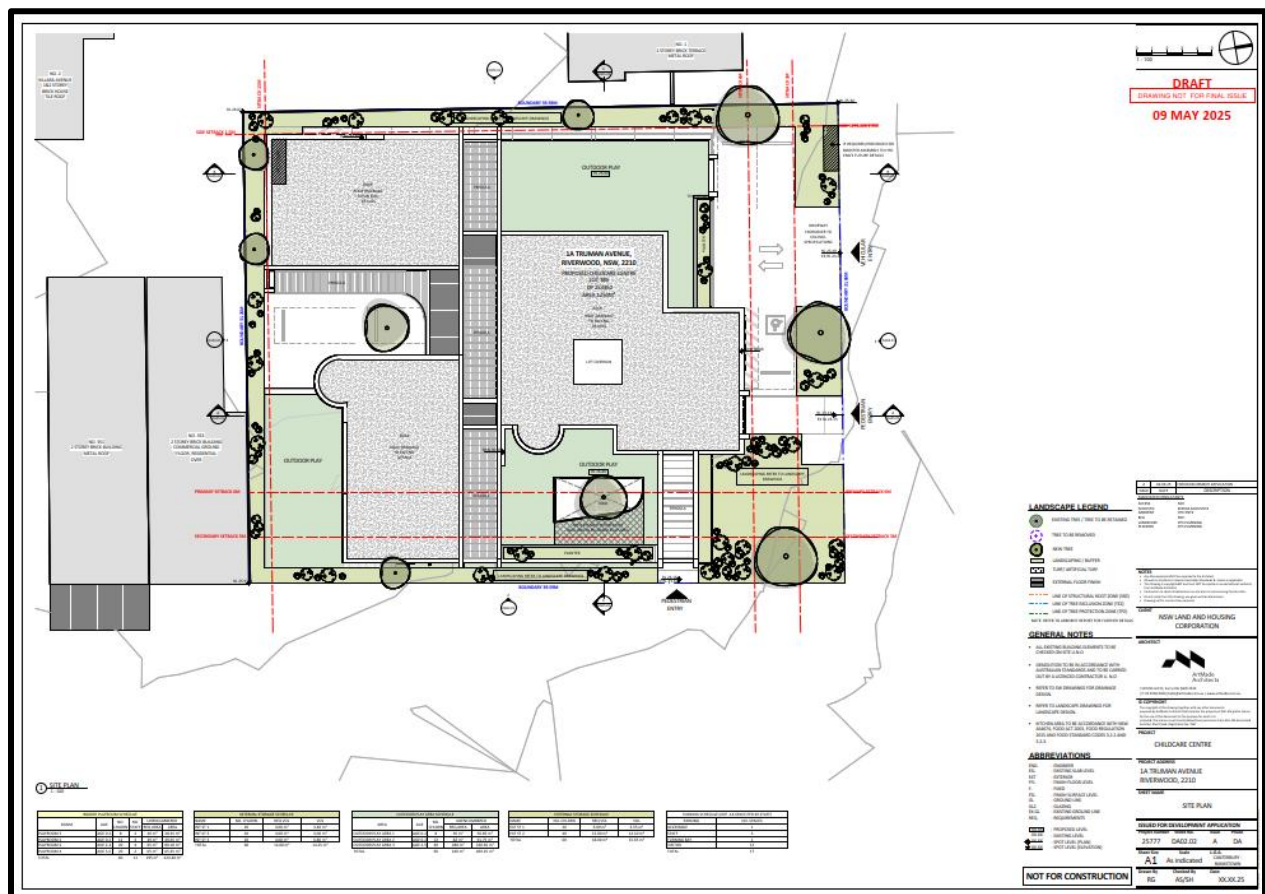


Figure 11: Proposed Site Plan (Source: ArtMade Architects)

5. Traffic Impact Assessment

The traffic activity associated with the proposal has been calculated with reference to the 'TfNSW Guide to Traffic Generation Developments' (The Guide). The proposal involves the construction of a childcare centre.

In relation to the child care centre, the Guide indicates that it experiences peak traffic activity between 07:00 am to 9:00 am and 3:00 pm to 5:00 pm (associated with the drop-off and pick-up activity) and suggests the following trip generation rates:

Table 4- Recommended Traffic Generation Rates for a Child Care Centre (Source: TfNSW Guide)

Use	7:00-9:00 am (veh trip/child)	2:30-4:00 pm (veh trip/child)	4:00-6:00 pm (veh trip/child)
Long Day Care	0.8	0.3	0.7

Application of the above traffic generation rates to the proposed child care centre accommodating up to 60 child places results in the following peak period trip generation:

AM period (7:00 am-9:00 am) 24 inbound and 24 outbound vehicle trips;
 Midday Period (2:30 pm-4:00 pm) 9 inbound and 9 outbound vehicle trips; and
 PM period (4:00 pm-6:00 pm) 21 inbound and 21 outbound vehicle trips

Based on the above information, the proposed child care centre has the potential to generate a peak hour traffic activity of 48 vehicle trips per hour (bidirectional) during the morning peak period and 42 vehicle trips per hour (bidirectional) during the evening peak period- representing a trip every 3 minutes or so (unidirectional).

5.1. Trip Distribution

In order to distribute the projected traffic activity on the road network, we have assumed the following:

- 50% of the traffic will access the site via Belmore Road (north approach); and
- The remaining 50% will access the site via Belmore Road (south approach).

These proportions were retained to distribute the projected traffic activity associated with the proposal onto the road network.

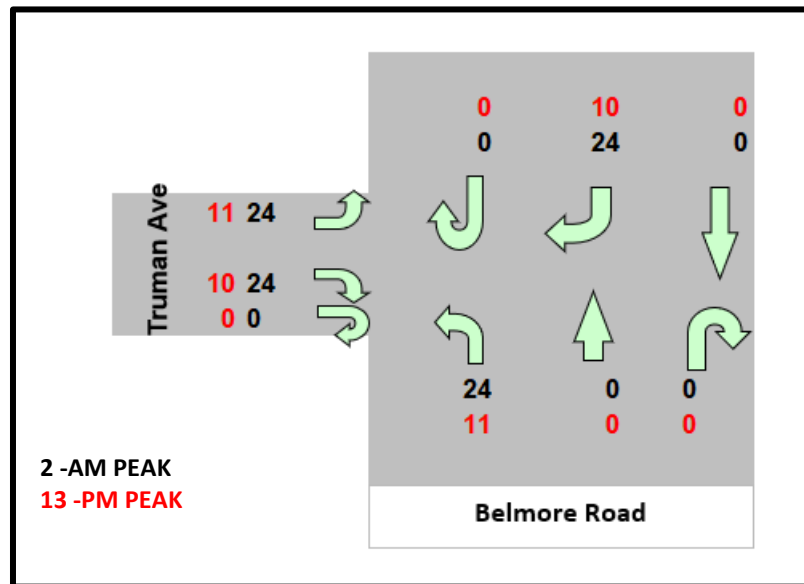


Figure 12- Projected Peak Hour Traffic Flow(veh/hr)

The above projected traffic activity was superimposed on the surveyed intersections and the resultant traffic flows are presented in the figure below:

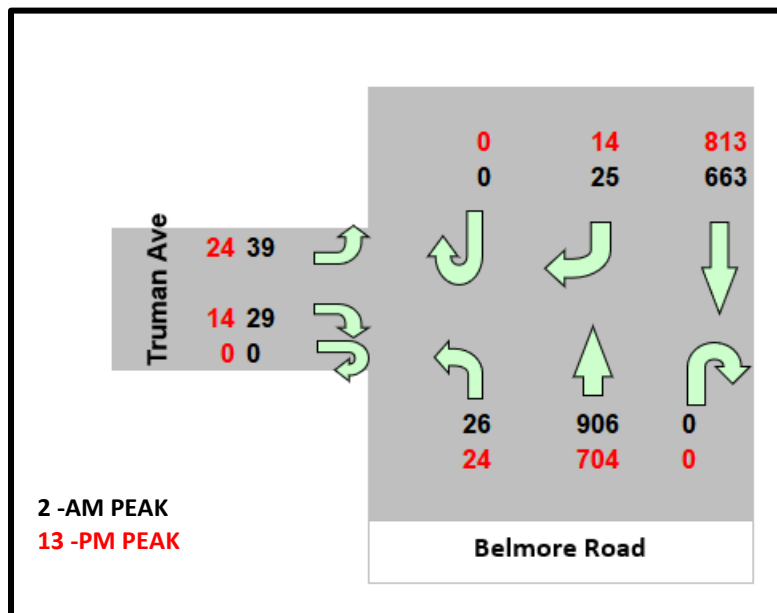


Figure 13-Existing + Projected Peak Hour Traffic Flow(veh/hr)

5.2. Impact Assessment

In order to determine the operation of the intersection, the above volumes were applied to the existing SIDRA model and the results are presented below:

Table 5- Summary of Intersection Operation (Post Development)

Intersection	Peak Period	Existing+Projected		
		Avg. Delay (Secs)	Level of Service (LoS)	Degree of Saturation (DoS)
Belmore Road with Truman Ave	Morning Peak Period	34.8	C	0.520
	Afternoon Peak Period	26.9	B	0.456

**Worst movement results are reported for the roundabout control intersection*

The modelling results indicate that following completion of the development, the intersection will continue to operate similarly to the existing conditions; suggesting the proposal has no detrimental impact on the operation of the road network.

6. Parking Provision

6.1. Planning Requirements

The development site is located at 1A Truman Avenue, Riverwood and is part of the Canterbury Bankstown Council's LGA. In order to determine the parking provision, Part 3 of the Canterbury Bankstown Council Development Control Plan 2023(DCP 2023) was referenced. Table 3.2 of the DCP2023 specifies the following parking provision rates:

Table 6: On-Site Parking Requirement

Description		Car Park Provision Rates
Child Care	Child Places	1 space per 4 children

The DCP further recommends that the dimensions of the on-site parking spaces should be provided in accordance with AS2890.1. This is detailed in Section 7 of the report.

Application of the above parking provision rates to the proposed child care centre accommodating 60 child places would result in 15 car spaces.

The proposal involves an on-site parking provision of 15 car spaces, including one disabled space, located in the at-grade level car park. Therefore, when compared to the Council's DCP requirements, the proposed car spaces are compliant.

In this regard, the proposed parking provision is considered suitable to service the child care centre and is considered highly unlikely to increase any on-street parking demand.

7. Access Arrangements

7.1. Car Parking Arrangement

The proposed car parking arrangement has been assessed according to the requirements listed in AS2890.1 (2004). Table 1.1 of AS2890.1 provides a classification of the off-street parking facilities based on various land uses, which is essential in determining the associated parking space dimensions.

The proposal involves an on-site parking provision of 15, including one disabled parking space. The proposed parking spaces will be utilised by the parents to drop off/pick up the children. Therefore, the proposed drop-off/pick-up parking spaces have been assessed against the 'Type 3' user class with 90-degree parking spaces (which is associated with Short-term Parking). In relation to the Type 3 user class, Figure 2.2 of the AS2890.1 specifies the following parking dimensions:

- Space width – 2.6 metres
- Space length – 5.4 metres
- Aisle width – 5.8 metres

The space dimensions of the proposed car spaces were measured as a minimum of 2.6 metres wide and 5.4 metres long, thereby meeting the minimum requirements stipulated by AS2890.1.

In this regard, the proposed car parking arrangement has been designed in accordance with the Australian Standard.

In relation to disabled car spaces, the Australian Standard for Off-street Parking for People with Disabilities – AS2890.6 -2009. The standard recommends that disabled bays be accompanied by a shared zone (with the same dimensions as standard space). The dimensions of a standard space are the following:

- Space width – 2.4 metres
- Space length – 5.4 metres

The disabled space dimensions were measured at a minimum of 2.4 metres wide and 5.4 metres long, with an associated shared zone of 2.4 metres wide and 5.4 metres, thereby meeting the minimum requirements stipulated by AS2890.6-2009.

In this regard, the proposed car parking arrangement has been designed in accordance with the Australian Standard.

Additionally, we have undertaken Swept Path Analysis utilising the Auto Track simulation software to assess the car parking spaces. The Swept Path Analysis was undertaken utilising the recommended vehicle type and is presented as **Attachment B**. The swept path assessment concluded that the motorists would enter and exit in the forward direction.

7.2. Driveway Arrangement

As part of the proposal, a combined entry/exit driveway located on Truman Avenue will serve the child care development. Tables 3.1 and 3.2 of AS2890.1 specify the width of the access driveway, which is directly proportional to the on-site parking provision and also to the type of frontage road.

Taking into account that the proposed driveway is located on Truman Avenue, which operates as a Local Road, and the car park has a capacity of 15 parking spaces, Table 3.1 classifies the proposed driveway as 'Category 1'. Table 3.2, therefore, recommends that the driveway width should be within a range of 3.0-5.5 metres as a combined entry and exit. The width of the proposed driveway is in excess of 3.0 metres and is therefore considered compliant with the Standard.

Additionally, to access the driveway configuration, we have undertaken a Swept Path Analysis using the AutoTrack simulation software. The Analysis, which was undertaken using the recommended vehicle type, is presented as **Attachment B**.

7.3. Sight Distance

Section 3.2 of AS2890.1 specifies the recommended sight distance associated with the driveway. The sight distance requirement is prescribed in accordance with the posted speed limit along the frontage road. The proposed development will be accessible via the driveway located on the Truman Avenue frontage.

Section 3.2 of the Standard specifies a desirable visibility distance of 69 metres and a minimum distance of 45 metres for streets having a posted speed limit of 50kph. The proposed driveway is located on a straight section of Truman Avenue, where unobstructed visibility is available. In this regard, the driveway arrangement is considered safe and appropriate to service the proposed development.

7.4. Driveway Location

Figure 3.1 of the Standard shown below specifies the prohibited location for the introduction of a Category 1 driveway.

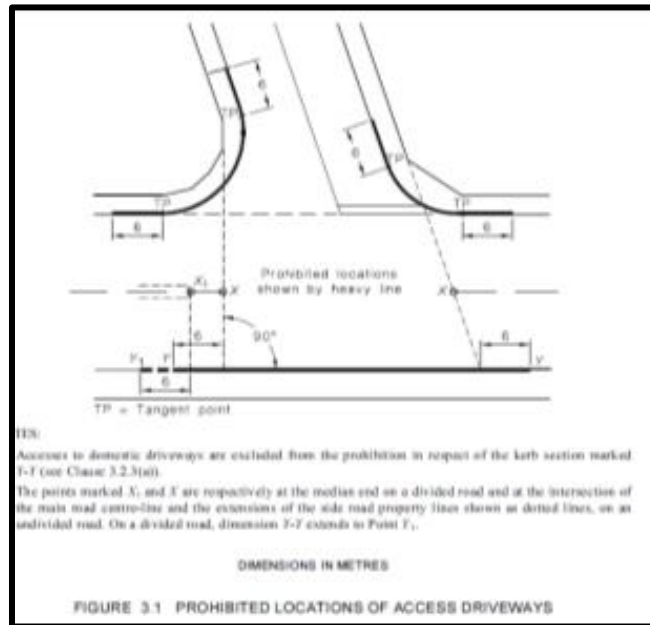


Figure 14: Prohibited Locations of Access Driveway (Source AS2890.1-2004)

A review of the plans indicates the driveway is located well outside the prohibition zone, and therefore, the proposal is considered compliant with the Standard.

7.5. Servicing

In relation to the waste collection activity, the proposal involves utilising a private contractor to service the site. Based on the information provided to ParkTransit, it is understood that the contractor will utilise a 6.34m long and 2.1m high refuse collection vehicle, which has properties similar to those of a standard small rigid vehicle (SRV).

To assess the driveway configuration, we have undertaken a Swept Path Analysis using the AutoTrack simulation software. The Analysis, which was undertaken using the recommended vehicle type, is presented as **Attachment B**. The swept path assessment concluded that the waste collection vehicle will require access to the turning bay, as well as a minor portion of the adjacent visitor parking space, to exit the site. It is understood that waste collection will be undertaken outside of the designated pick-up and drop-off periods, thereby ensuring that visitor parking spaces remain unoccupied and available for use by the waste collection vehicle.

Lastly, given the site constraints, any occasional requirements for delivery vehicles will utilise the existing on-street parking provision available within the vicinity of the subject site, which is considered standard practice for a development of this size.

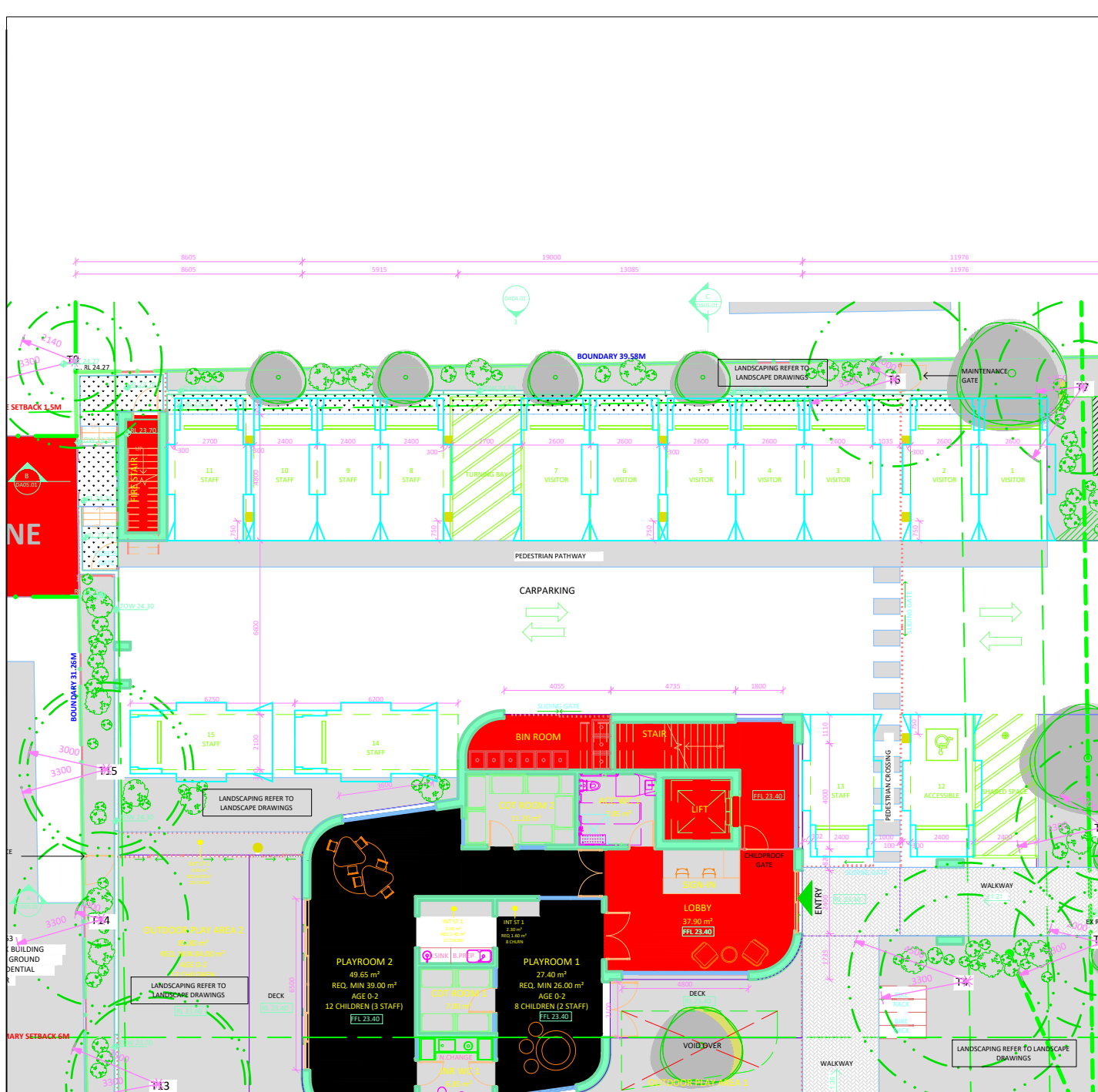
8. Conclusions and Recommendations

- The provision of 15 car parking spaces, including one disabled space, for the proposed development is considered sufficient to handle the project parking demand;
- Based on the information provided, the proposal does not generate any increase in safety risk to pedestrians or drivers as a result of the access and parking configuration;
- The proposed development will not negatively impact current traffic conditions, including local intersection capacity, and
- An assessment of the car park layout, including the parking spaces and associated aisle width, indicates the car park layout will be designed in accordance with the relevant applicable Standards (AS2890.1 and AS2890.6).

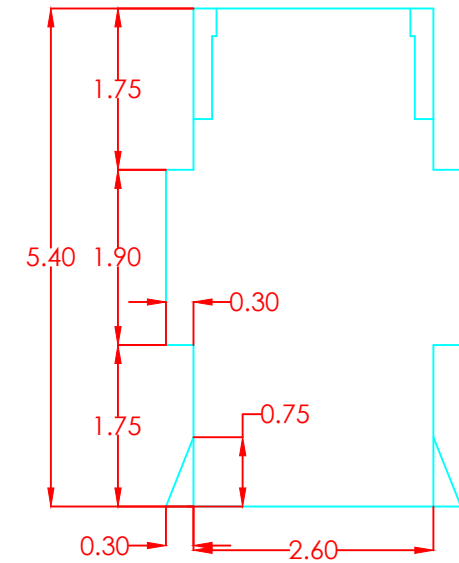
9. Attachments

Attachment A - Architectural Plan indicating Access and Car Park Arrangement

Attachment B - Turning Path Assessments:



VISITOR SPACE DIMENSIONS



DRAWING TITLE : FIG 5.2 OCCUPYING ALL PARKING SPACES

CLIENT : ARTMADE ARCHITECTS

PROJECT ADDRESS : 1A TRUEMAN AVENUE RIVERWOOD

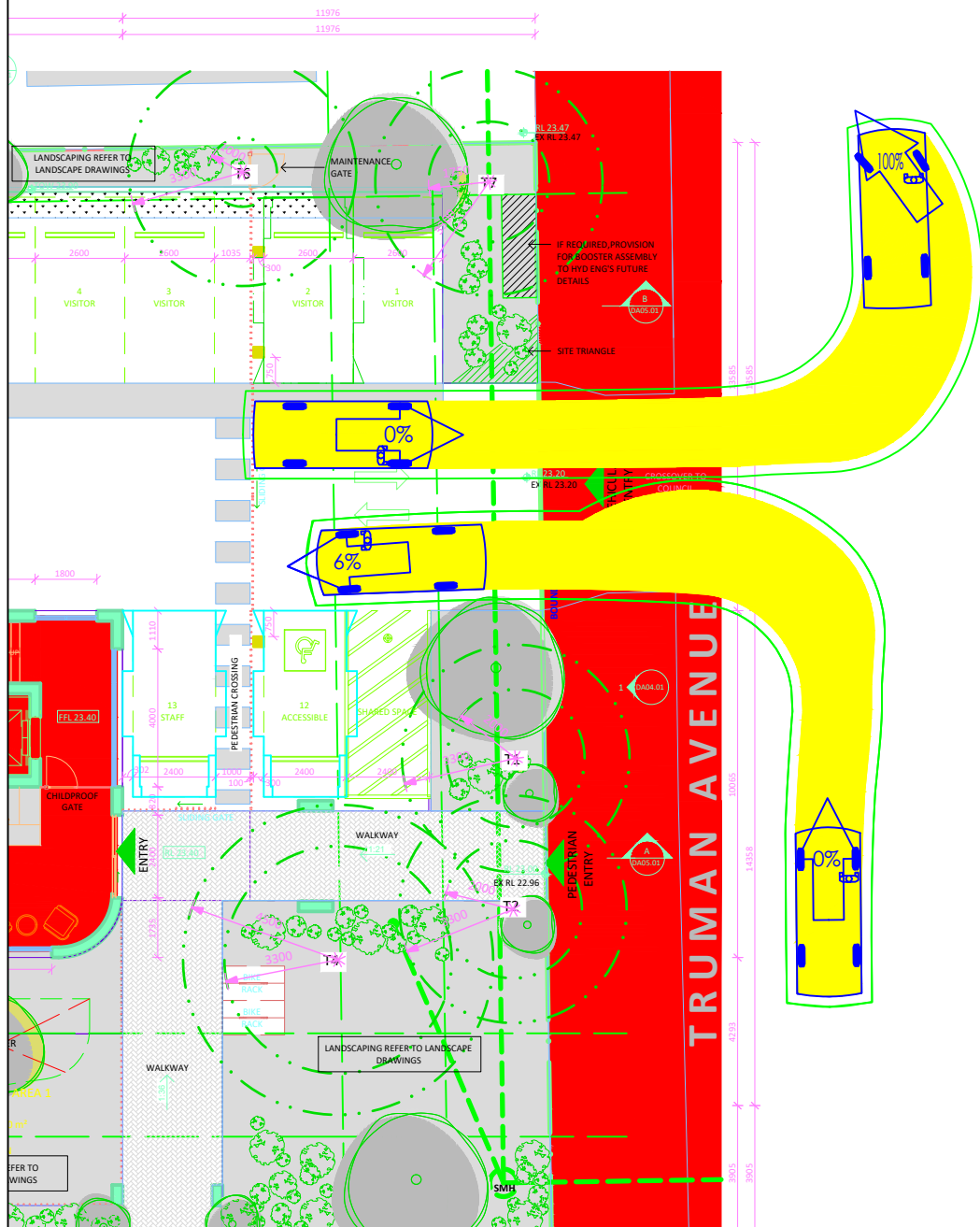
PROJECT NO - PT1ATAR01

DRAWING NO - PT1ATAV17

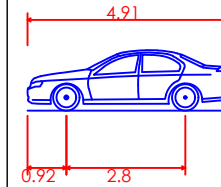
NOTES -

SCALE - NTS

DATE - 03-06-2025



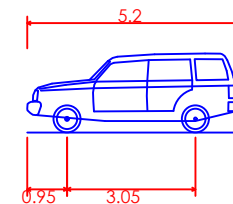
DESIGN VEHICLE DIMENSIONS



B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

DESIGN VEHICLE DIMENSIONS



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



ParkTransit
Parking & Traffic Design

DRAWING TITLE : B99 & B85 VEHICLE TYPE ENTERING & EXITING THE SITE

CLIENT : ARTMADE ARCHITECTS

PROJECT ADDRESS : 1A TRUMAN AVENUE RIVERWOOD

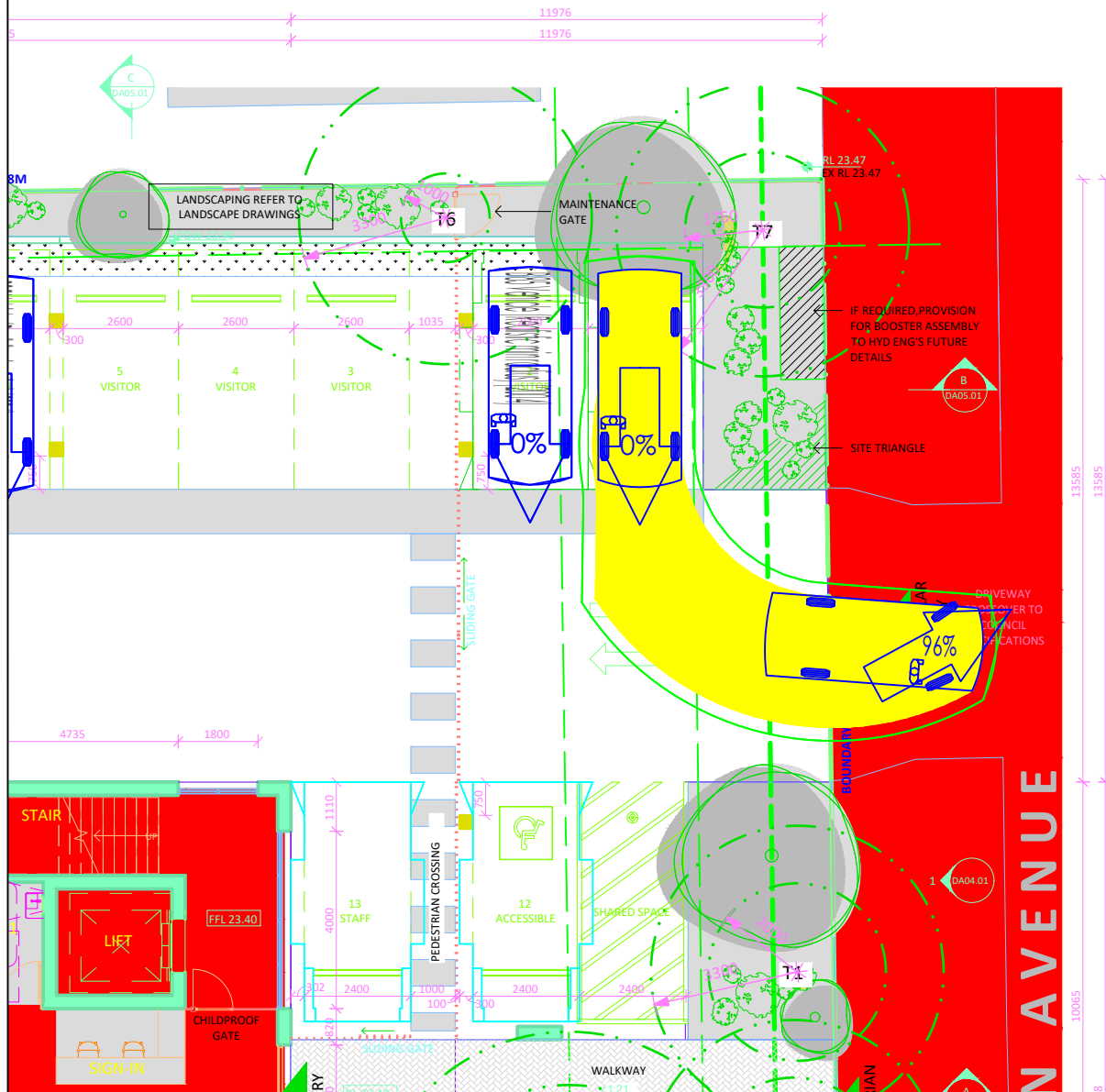
PROJECT NO - PT1ATAR01

DRAWING NO - PT1ATAV01

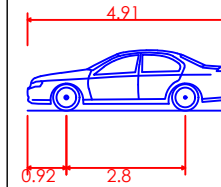
NOTES -

SCALE - NTS

DATE - 03-06-2025



DESIGN VEHICLE DIMENSIONS



B85 Vehicle (Realistic min radius) (2004)

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Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



DRAWING TITLE : B85 VEHICLE TYPE EXITING PARKING SPACE 01

CLIENT : ARTMADE ARCHITECTS

PROJECT ADDRESS : 1A TRUEMAN AVENUE RIVERWOOD

PROJECT NO - PT1ATAR01

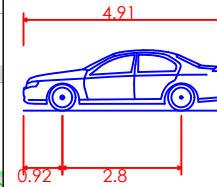
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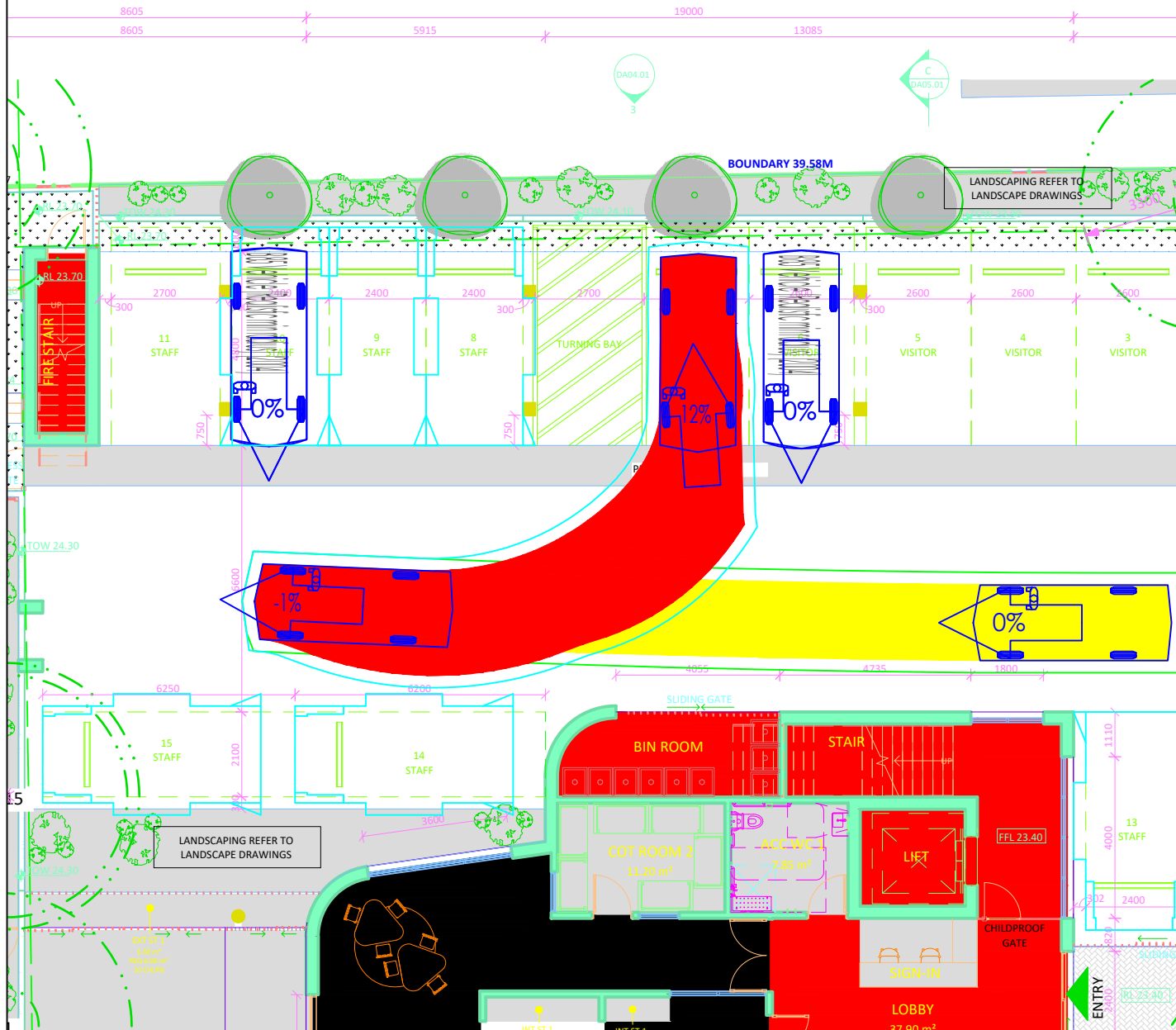
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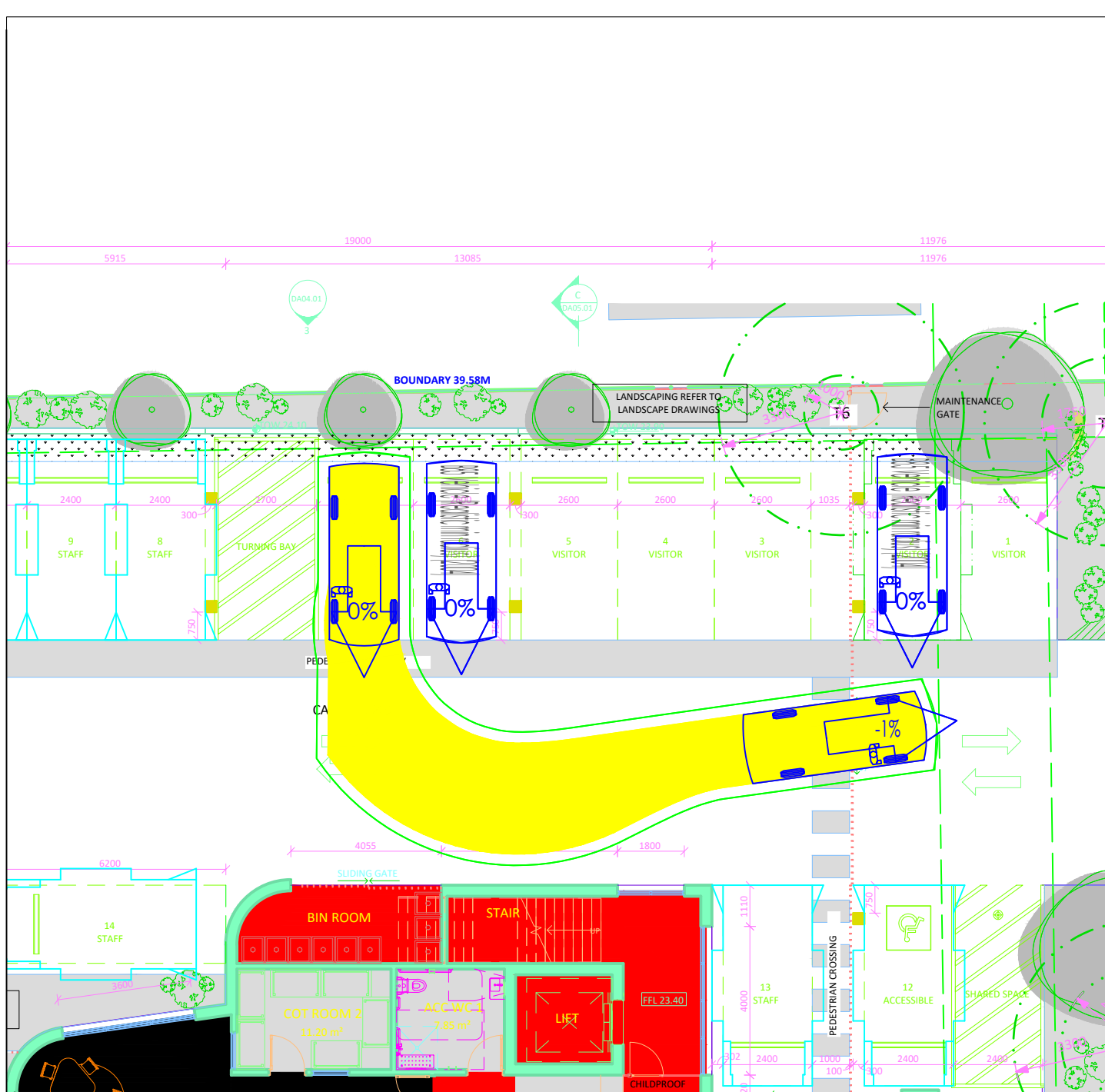
DESIGN VEHICLE DIMENSIONS



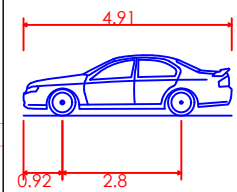
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Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m





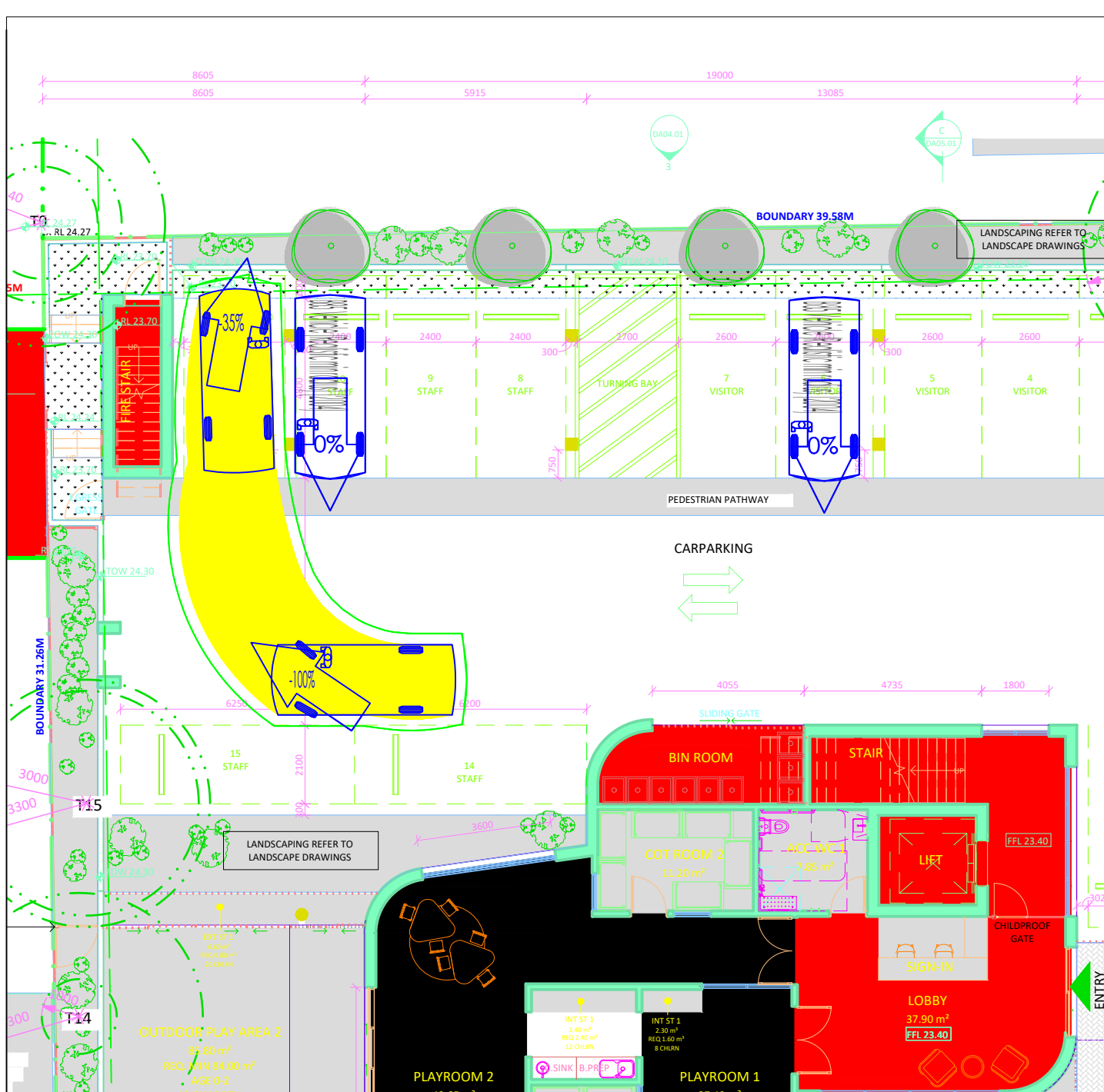
DESIGN VEHICLE DIMENSIONS



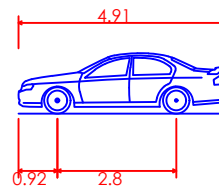
B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



DRAWING TITLE : B85 VEHICLE TYPE EXITING PARKING SPACE 07	PROJECT NO - PT1ATAR01	SCALE - NTS
CLIENT : ARTMADE ARCHITECTS	DRAWING NO - PT1ATAV05	DATE - 03-06-2025
PROJECT ADDRESS : 1A TRUEMAN AVENUE RIVERWOOD	NOTES -	



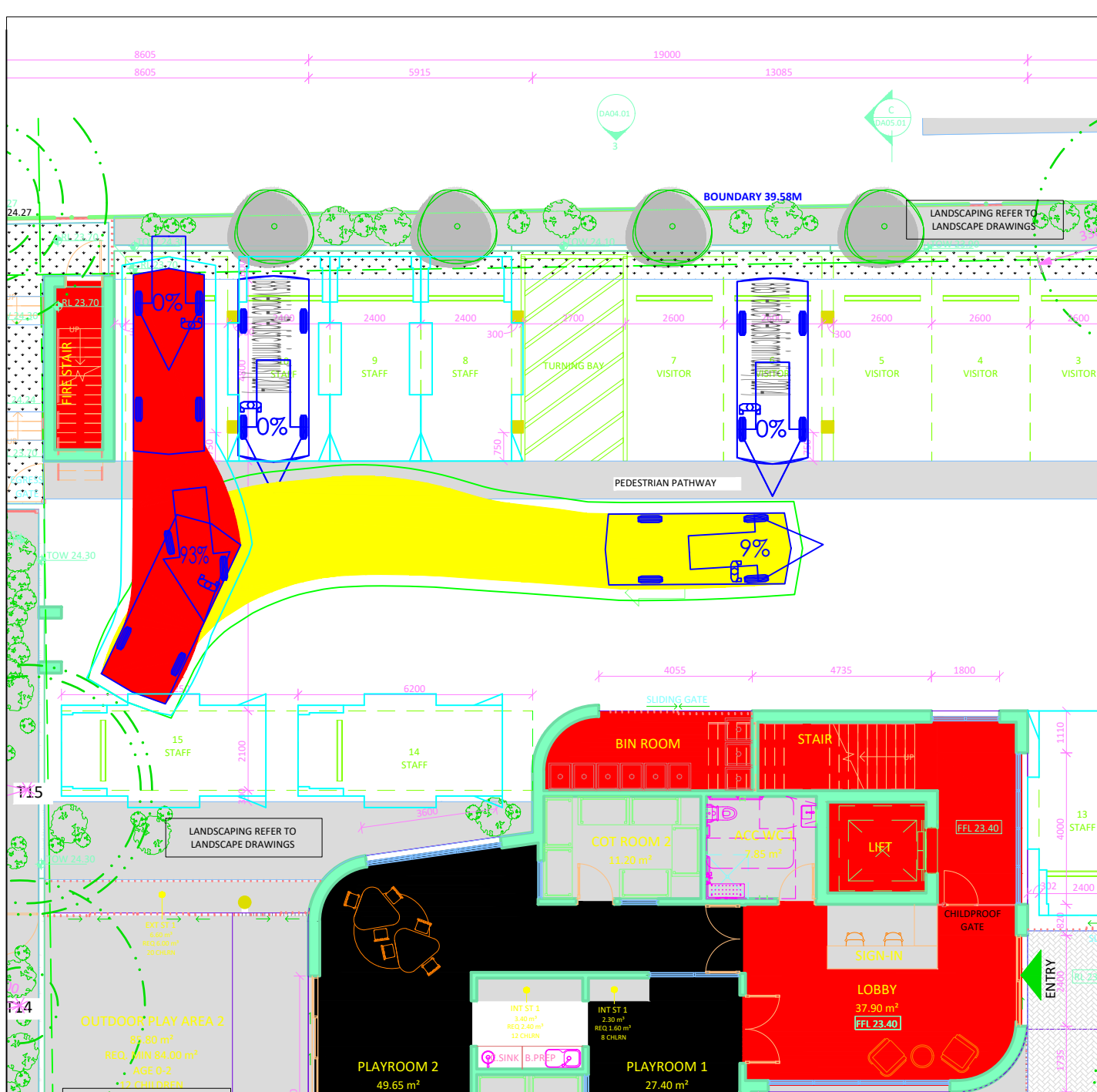
DESIGN VEHICLE DIMENSIONS



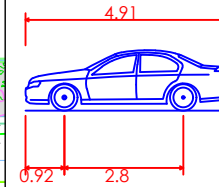
B85 Vehicle (Realistic min radius) (2004)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

4.910m
1.870m
1.421m
0.159m
1.770m
4.00s
5.750m





DESIGN VEHICLE DIMENSIONS



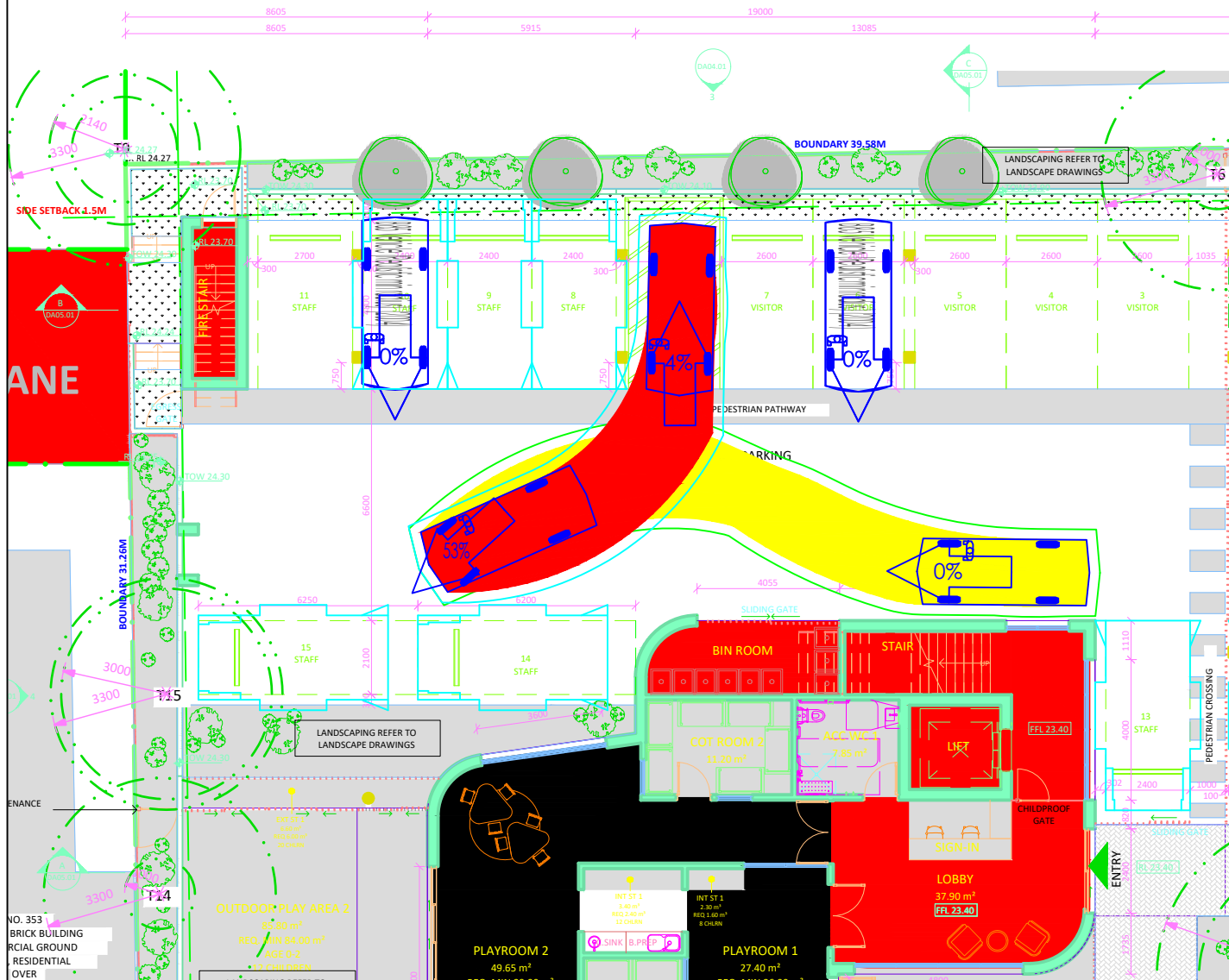
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



A diagram of a car with dimensions indicated by red lines and numbers. The total length of the car is 4.91. The distance from the front wheel to the start of the door is 0.92. The length of the door is 2.8.

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

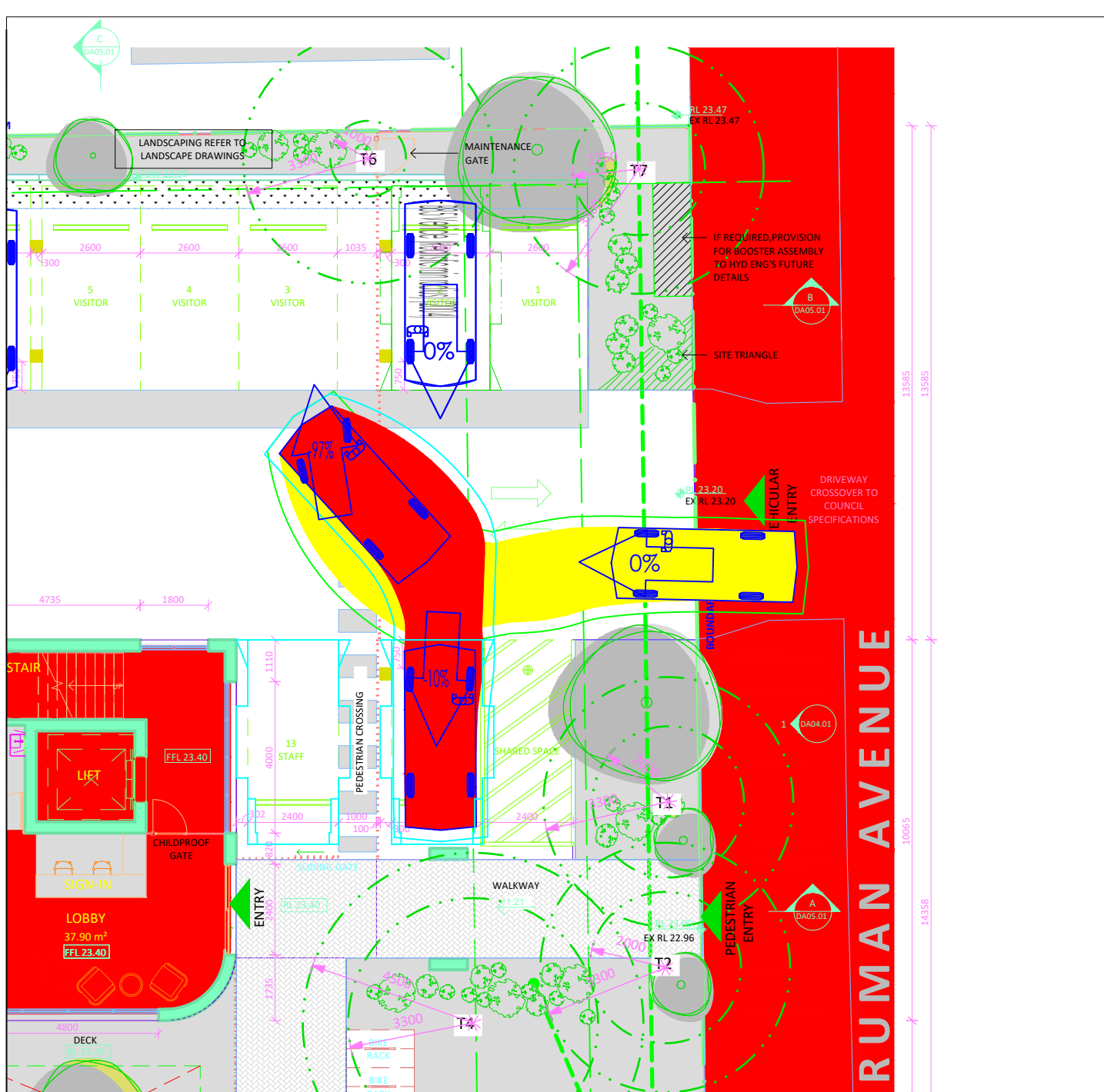


ParkTransit
Parking & Traffic Design

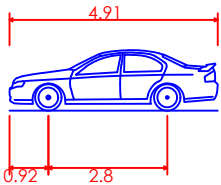
PROJECT ADDRESS : 1A TRUEMAN AVENUE RIVERWOOD

NOTES -

DATE - 03-06-2025



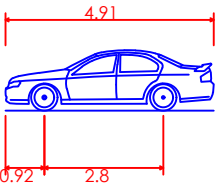
DESIGN VEHICLE DIMENSIONS



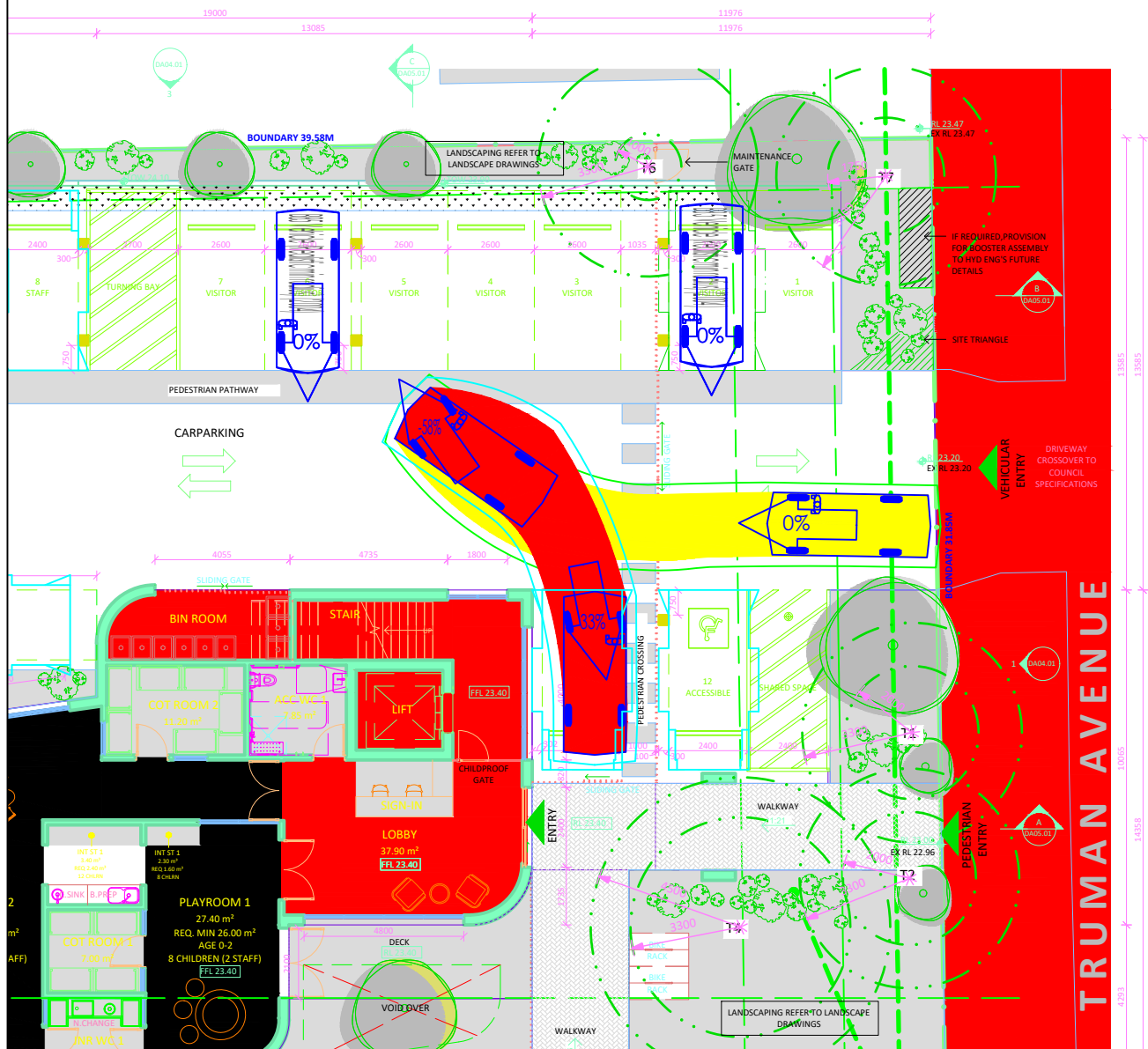
B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



DESIGN VEHICLE DIMENSIONS

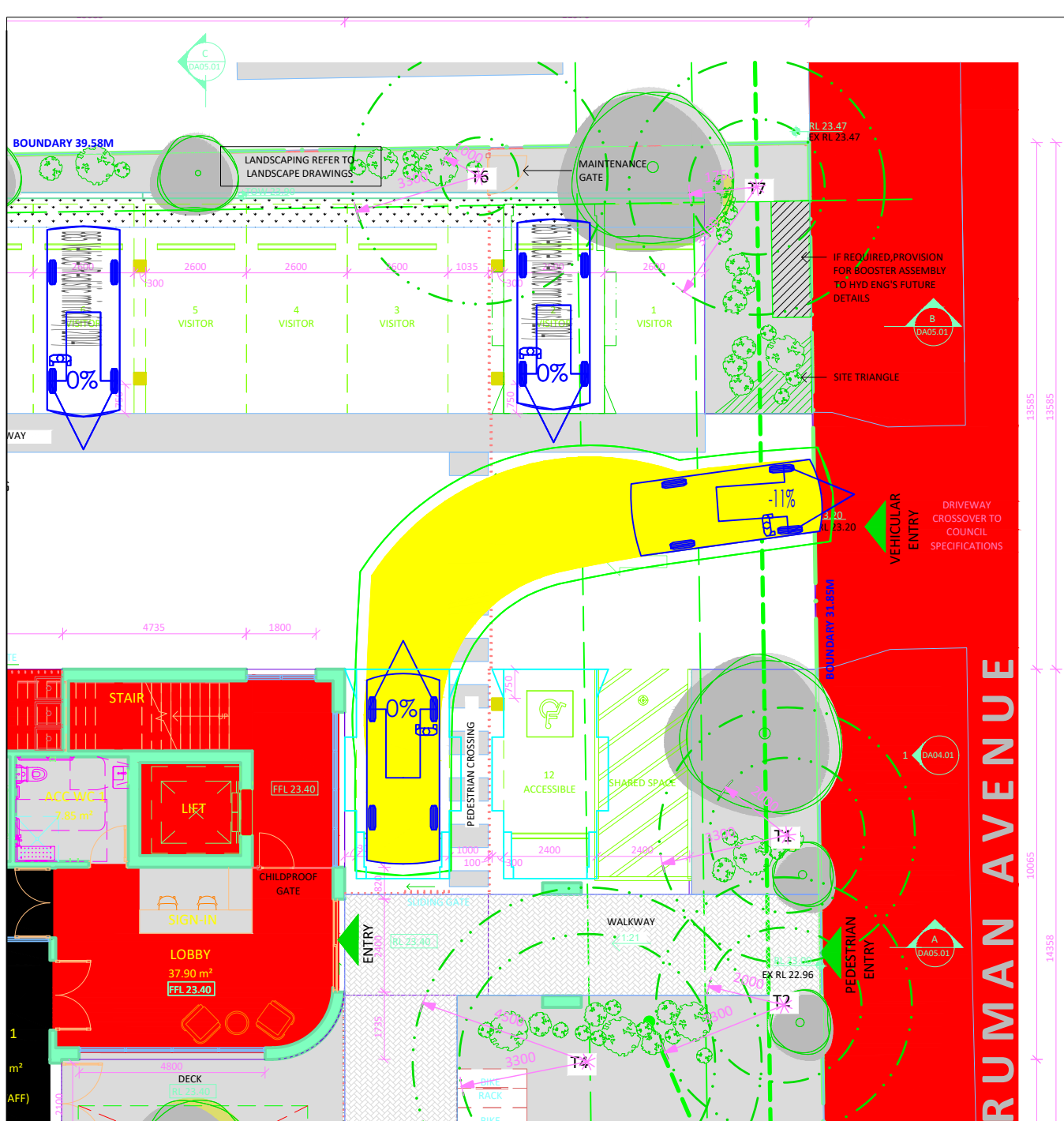


B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

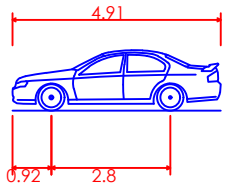




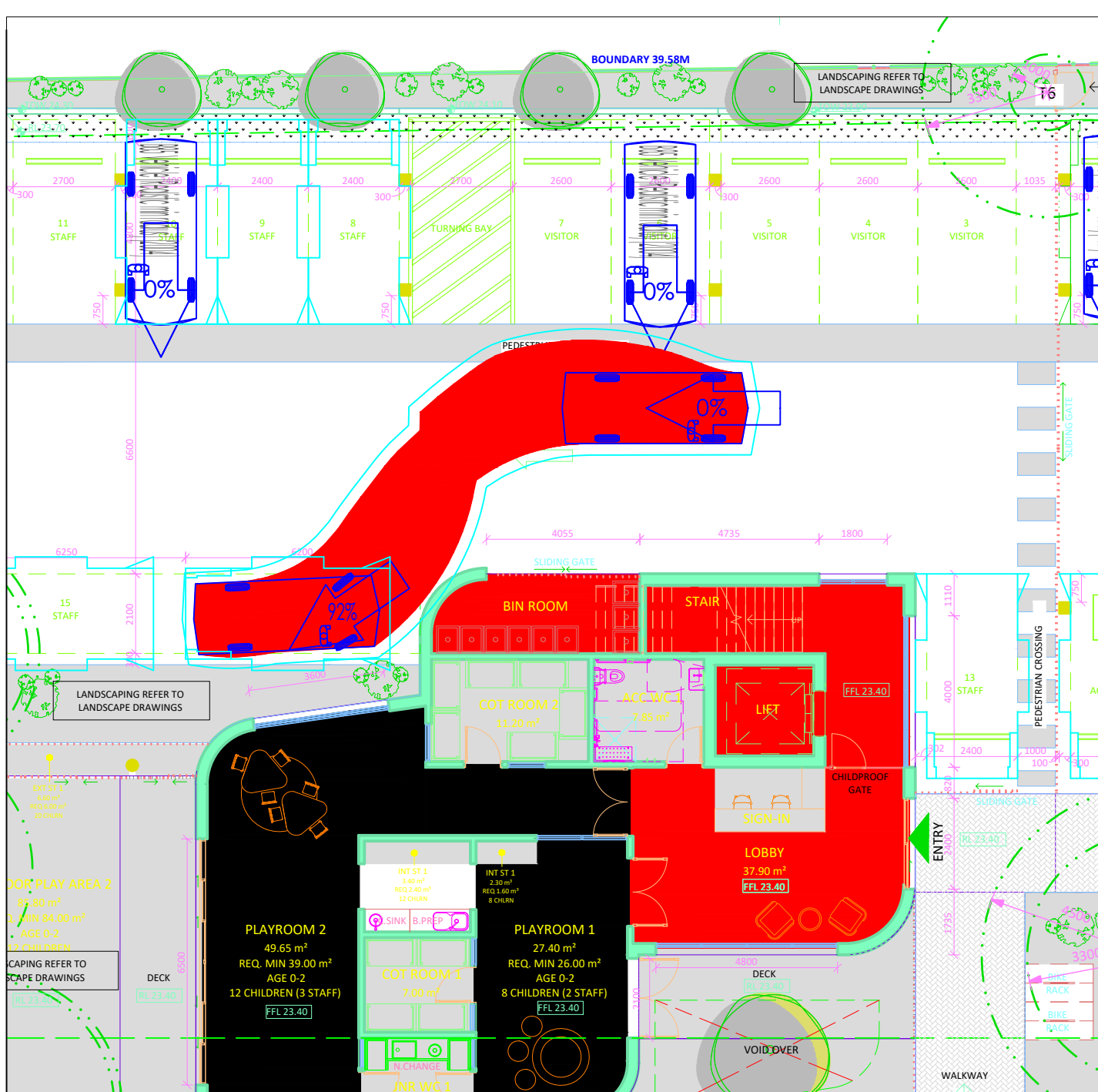
DRAWING TITLE : B85 VEHICLE TYPE ENTERING PARKING SPACE 13	PROJECT NO - PT1ATAR01	SCALE - NTS
CLIENT : ARTMADE ARCHITECTS	DRAWING NO - PT1ATAV11	DATE - 03-06-2025
PROJECT ADDRESS : 1A TRUEMAN AVENUE RIVERWOOD	NOTES -	



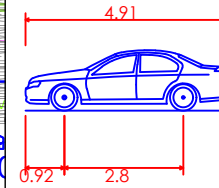
DESIGN VEHICLE DIMENSIONS



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m





DESIGN VEHICLE DIMENSIONS

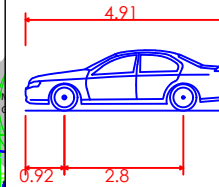


B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

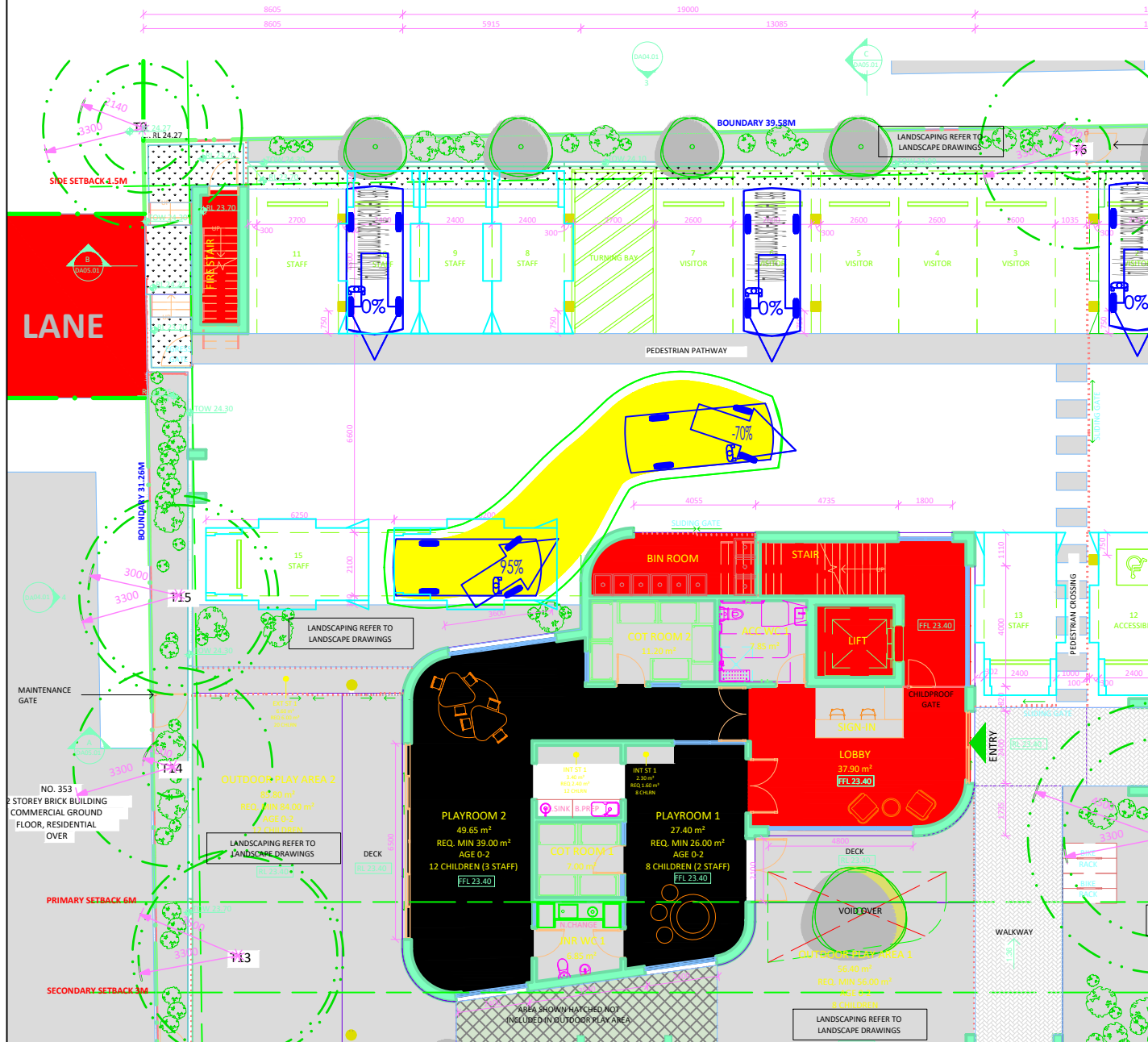
 	DRAWING TITLE : B85 VEHICLE TYPE ENTERING PARKING SPACE 14	PROJECT NO - PT1ATAR01	SCALE - NTS
	CLIENT : ARTMADE ARCHITECTS	DRAWING NO - PT1ATAV13	DATE - 03-06-2025
	PROJECT ADDRESS : 1A TRUEMAN AVENUE RIVERWOOD	NOTES -	

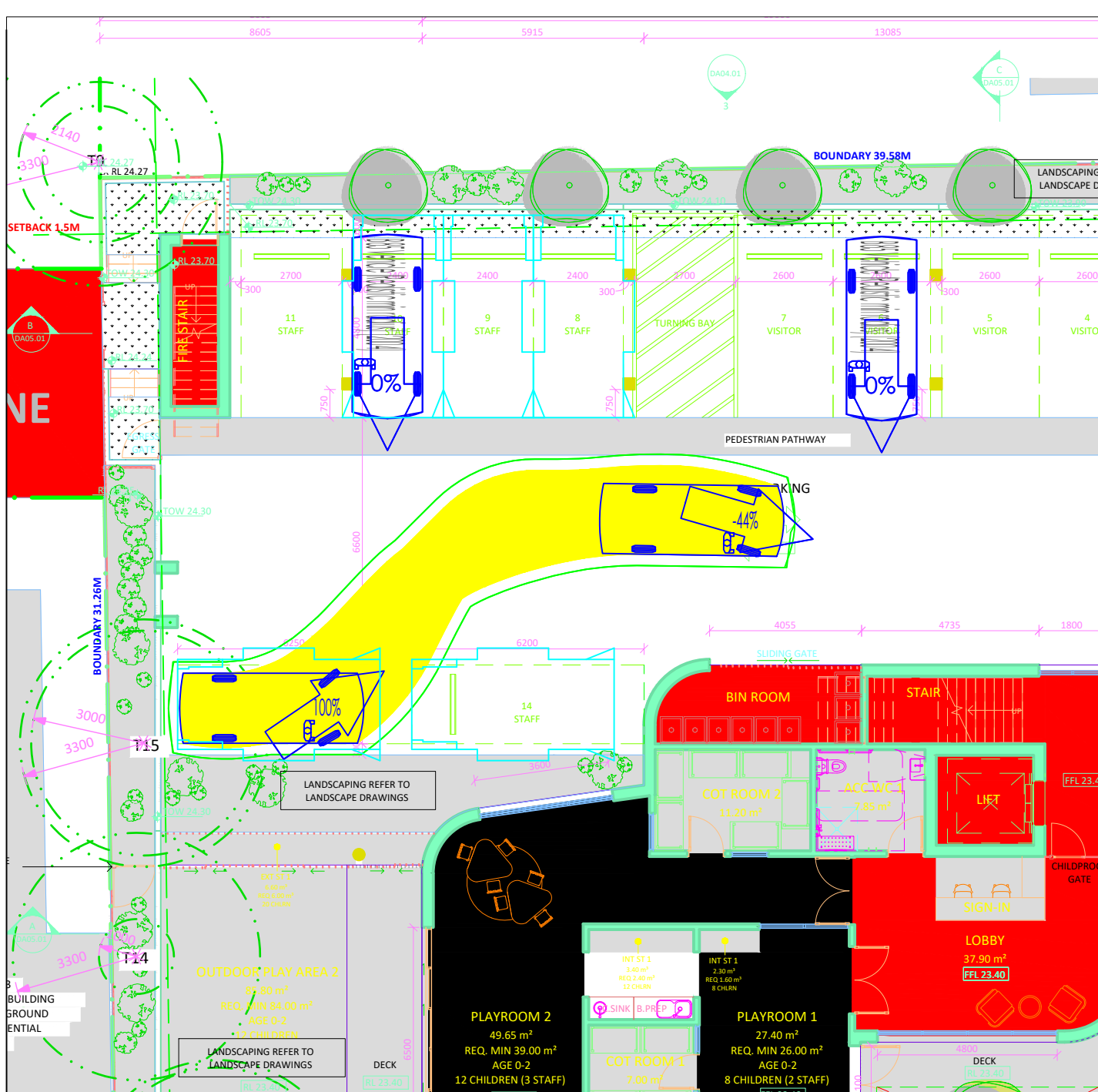
DESIGN VEHICLE DIMENSIONS



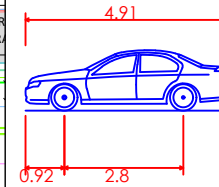
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m





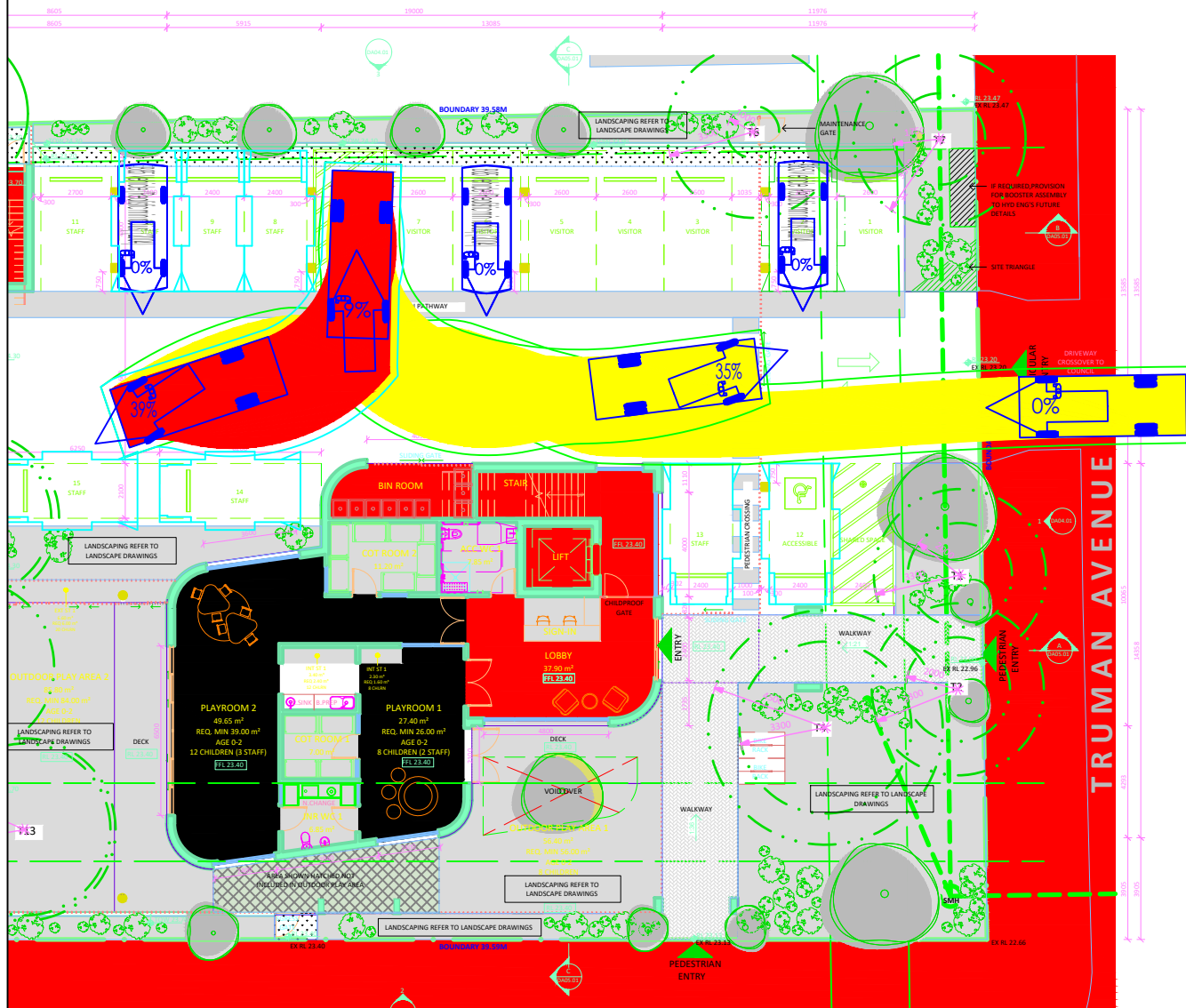
DESIGN VEHICLE DIMENSIONS



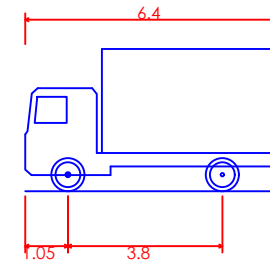
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m





DESIGN VEHICLE DIMENSIONS



SRV - Small Rigid Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

6.400m
2.330m
3.500m
0.398m
2.330m
4.00s
7.100m

